

Samara Jones-Hall

Local Ramsgate resident and business owner

### **Open Floor Hearing 18 March 2019**

Tony Freudmann with the aid of the economically dependent Dr Sally Dixon<sup>1</sup>, has spent nearly the last 5 years devaluing the land held by other people under the pretense of building an airport under different guises with different corporate structures<sup>2</sup>.

In the process he has built up false hope, mistrust and interfered with our local plan.

Thanet District Council does not have an up-to-date Local Plan in place<sup>3</sup>. This means that our Council has failed to plan for and deliver the homes people need in Thanet.

This also means that revenue streams such as the community infrastructure levy and council tax from these additional homes has not been collected.

Currently, Thanet District Council must plug a huge £1.8 million shortfall and is cutting services across the board<sup>4</sup> and yet still nearly 5 years on we have to direct resources and energies to this charade.

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<sup>1</sup> From the evidence submitted in **REP3-187**, Sally Dixon's submitted CV states that for the past 3 years her only client has been Applicant save for lecturing at Cranfield University. However, Sally Dixon is not listed as a lecturer at Cranfield University (screenshot attached evidencing such). In addition Sally Dixon put in an Interested Person representation strongly in support of the Applicant at **RR-049**.

<sup>2</sup> *Transport Committee Oral Evidence: smaller airport HC 713 Monday 2 February 2015, At Q181 Paul Carter leader of Kent County Council states that "Mr Freudmann has been very keen on getting some form of ownership or shareholding or interest in the airport over a long period of time. Indeed he was connected in Wiggins' ownership many years ago".*

<sup>3</sup> The Council submitted the draft Local Plan to the Secretary of State for Communities and Local Government on 30th October 2018, for independent examination. The draft Thanet Local Plan 2031 will now be subject to an examination to be conducted by independent Inspectors, who have been appointed by the Planning Inspectorate. Two Inspectors have been appointed to examine the plan; Matthew Birkinshaw BA(Hons) Msc MRTPI and Victoria Lucas LLB MCD MRTPI.

Remember we have already spent time and money on independent legal advice and independent aviation experts during the failed CPO bids back up to late 2016<sup>5</sup>.

It was determined then that “*airport operations at Manston are very unlikely to be financially viable in the longer term, and almost certainly not possible in the period to 2031*”<sup>6</sup>.

They clearly are not going to build an airport let alone a viable and sustainable one because –

1. There’s no business plan.
2. There’s no real money or investors.
3. There’s no airspace. They haven’t even started the formal 2-year process despite CAA hastening<sup>7</sup>.
4. There’s no flight paths despite the CAA confirming that given current proposals by Heathrow airport in relation to a third runway, the airspace design in the South-East and beyond, including airspace around Manston, will require significant change<sup>8</sup>.
5. There’s still an unreliable and unpredictable road surface access a long way from the rest of the UK let alone London.

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<sup>4</sup> Isle of Thanet News 13 January 2019 *Council Tax Rise and Budget Cuts Predicted as Thanet Authority Attempts to Plug £1.8 million Shortfall* > <https://theisleofthanetnews.com/2019/01/13/council-tax-rise-and-budget-cuts-predicted-as-thanet-authority-attempts-to-plug-1-8million-shortfall/>

<sup>5</sup> *Transport Committee Oral Evidence: smaller airport HC 713* Monday 2 February 2015, At Q163 Madline Homer CEO of Thanet District Council confirms the amount seeking advice on the matter of the first CPO by the Applicant was £26,000 and resulted in Thanet District Council not proceeding with the compulsory purchase order in relation to Manston (attached) PwC by appointment by the Department for Transport provided a *Final Report of 22 June 2015 titled Review of CPO Indemnity Partner Process For Manston Airport* (attached). Freedom of Information requests show Thanet District Council spent a further £50,000 on two reports related to the second CPO by the Applicant these are titled (1) *AviaSolutions Final Report for Thanet District Council Commercial Viability of Manston Airport* September 2016 (attached) and (2) *AviaSolutions Manston Airport Local Plan Representations – Final Report for Thanet District Council* August 2017 (attached)

<sup>6</sup> *AviaSolutions Final Report for Thanet District Council Commercial Viability of Manston Airport* September 2016 (attached)

<sup>7</sup> **REP1-019** in which email is attached from CAA of 14 January 2019 which stated that “*The Sponsor has been hastened on this requirement.*”

<sup>8</sup> Para 2.7.3 of **REP3-176** Statement of Common Ground with the Civil Aviation Authority

6. It is located in area of very poor economic geography – there are no distribution centres, logistics infrastructure or business communities in the markets identified by the Applicant.
7. It has poor connectivity and poor public transport access.
8. There's no Strategic Rail Freight Interchange.
9. There's no cargo airline operators.
10. The list goes on and on.

All it can show us is plans to build a very large number of buildings on the Northern Grass and a bunch of opinions grouped together and somewhat enthusiastically called the Azimuth Report by Sally Dixon<sup>9</sup>.

The Azimuth Report is the foundation for all other works by the Applicant including the Environmental Statement.

The Applicant has used the best-case scenario of 17,170 ATMs. This number was presumably picked in order to slide it in at an acceptable environmental impact level using incorrect noise data rather than an accurate noise baseline data, factual historic noise data, historic runway usage and historic data of the type of freight planes that actually wanted to use Manston.

At 17,170 ATMs a year it also meant that the Applicant did not have to consider Public Safety Zones.

So it just didn't.

But the Applicant has said it needs land for 127,056 ATMs plus a night flight Quota count which means there could be a further 9000 ATMs.

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<sup>9</sup> At the Issue Specific Hearing 2 on need and operations on 21 March 2019 Dr Sally Dixon confirmed to the Examining Authority that *"As [I've] said the [Azimuth] report provides the forecast the viability was assessed separately, [I] wasn't asked to come up with a forecast which showed viability or not. [I] was asked to produce a forecast, whether it was viable or not was not in [my] hands."*

That is an increase of 792% ATMs since that submitted Environmental Statement.

The Environmental Statement used in the application is therefore absolutely meaningless as a measure of a worst-case scenario.

The only progress that has been made is on the amount of other people's land they want to take and trying to devalue that land.

Last year a public meeting was held with Sir Roger Gale, the Chairman and Treasurer of Save Manston Airport and Tony Fredumann – the Applicant and our local MP, Craig Mackinlay.

At that meeting [REDACTED] said -

*“we all know that the DCO would have trumped whatever happened in that local plan, but the fear would have been that had it been redesignated away from aviation for mixed use, it would have instantly inflated the value, possibly to unacceptable levels in the future<sup>10</sup>.”*

I would respectfully remind the Examining Authority that as recently as a couple of weeks ago the Applicant requested that our local plan examination be further

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<sup>10</sup> The video of 11 February 2018 is available on YouTube at <https://www.youtube.com/watch?v=gvVIQt5SSok>

At around 13 seconds Craig Mackinlay MP states: “ I was obviously delighted that what happened on 18 January happened ...there was a lot of threats before that meeting by certain leaders of the council saying that if [the draft Local Plan put forward to publication and submitted to the Planning Inspectorate] does not happen we will be thrown to the wolves of the Secretary of State and his department.”

At around 01:26 minutes Craig Mackinlay MP states:“... the DCO would have trumped whatever happened on that Local Plan but the fear would have been that had it been designated away from aviation to mixed use it would have instantly inflated the value possibly to unacceptable levels in the future ...”

At around 01:47 minutes Craig Mackinlay MP states: “... while we have no local plan still stays the same and that is very very powerful...”

delayed and suspended pending the outcome of the Manston Airport Development Consent Order application<sup>11</sup>.

It also devoted nearly a page of this letter to request a suspension of the *examination of the Local Plan until after the elections with sufficient time afforded to brief new Members as required*<sup>12</sup>.

The Applicant has already had a significant negative impact on this community and its local council.

Even now with a second intervention letter from the Secretary of State for Housing, Communities and Local Government putting on public record his concerns about the low level of housing supply and delivery in Thanet.

The Applicant still continues with its strategy to manipulate local politics for its own commercial gain.

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<sup>11</sup> 25 February 2019 *Letter to Annette Feeney Thanet Local Plan Programme Officer from RPS on behalf of Riveroak Strategic Partners Limited* (attached); *Letter with Thanet District Council's views in response to RPS (on behalf of RiverOak Strategic Partners Limited)* of 4 March 2019 (attached); *Letter the Planning Inspectorate wrote in response to RPS (on behalf of RiverOak Strategic Partners Limited)* of 11 March 2019 (attached).

<sup>12</sup> 25 February 2019 *Letter to Annette Feeney Thanet Local Plan Programme Officer from RPS on behalf of Riveroak Strategic Partners Limited* (attached)

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# People Finder

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1 - 2 of 2 search results for **Sally Dixon**

**Staff**

## Sally Gaulter

Senior Research Fellow

**Sally** is a Senior Research Fellow with an interest in formulation and processing of novel PBX compositions for use in Insensitive Munitions.

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## Sally Potter

Visiting Fellow

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## Transport Committee

Oral evidence: [Smaller airports](#), HC 713

Monday 2 February 2015

Ordered by the House of Commons to be published on 2 February 2015.

Written evidence from witnesses:

- [Manston Skyport Limited](#)
- [RiverOak Investment Corp LLC](#)
- [Thanet District Council](#)
- [Kent County Council](#)
- [Sir Roger Gale MP](#)
- [No Night Flights and Manston Pickle](#)
- [Save Manston Airport Group](#)
- [Why Not Manston?](#)

[Watch the meeting](#)

Members present: Mrs Louise Ellman (Chair); Jim Fitzpatrick; Mr Tom Harris; Karen Lumley; Chloe Smith; Graham Stringer and Martin Vickers.

Questions 48-197

Witnesses: **Pauline Bradley**, Director, Manston Skyport Limited, **Alastair Welch**, Interim Director, Kent Airport Limited **Alan Mackinnon**, Interim Director, Kent Airport Limited, **George Yerrall**, Partner, RiverOak Investment Corp, and **Tony Freudmann**, Partner, RiverOak Investment Corp gave evidence.

**Q48 Chair:** I would like to welcome everybody here today, witnesses and members of the public. I am pleased to see there is so much interest in this session. I know that a lot more members of the public are waiting to get into the room, and I was intending to wait until everybody had come in before we started our proceedings, but the movement is pretty slow so we will make a start. I know that others will come in as we progress.

This is a formal meeting of the Transport Select Committee. Our session today forms part of the Committee's inquiry into smaller airports. Today's session is taking place under the Standing Orders of the House of Commons. That means that filming and photography are strictly prohibited. Tweeting and blogging are allowed, but I ask anybody who has any

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*Review of CPO  
Indemnity  
Partner Process  
for Manston  
Airport*  
Final Report  
22 June 2015

004



# Commercial Viability of Manston Airport

AviaSolutions FINAL Report for Thanet District Council

September 2016



**aviasolutions**  
A GECAS Company

005



# **Manston Airport Local Plan Representations - FINAL REPORT**

**Report for Thanet District Council**

**By AviaSolutions**

August 2017

006



**Our ref: 21463**



Date: 25 February 2019

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Thanet Local Plan Programme Officer  
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Kent  
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By email only to: [annette.feeney@thanet.gov.uk](mailto:annette.feeney@thanet.gov.uk)

Dear Annette,

### **INDEPENDENT EXAMINATION OF THE THANET LOCAL PLAN**

I write further to our recent conversations in relation to the independent examination of the Thanet Local Plan. You will recall that RPS Consulting Services Limited act on behalf of RiverOak Strategic Partners (RSP) who are currently engaged in a live examination which is considering their application for a Development Consent Order (DCO) to reopen Manston Airport. This examination is scheduled for completion by 9<sup>th</sup> July 2019.

We have recently received information from the Inspectors regarding the Local Plan's examination including the hearing timetable and matters, issues and questions. We note that the Planning Inspectorate (PINS) have taken the decision to run the Thanet Local Plan examination alongside the Manston Airport DCO examination. This is extremely unfortunate and something which we had hoped could be avoided. Whilst we fully appreciate all the benefits of getting a robust and up-to-date plan adopted for Thanet and the need to ensure that plans are taken through the examination process as quickly and efficiently as possible, for the reasons provided below, we would like to invite the Inspectors and Thanet District Council (TDC) to adjourn the Thanet Local Plan examination until there is more certainty on the likely future of the Manston Airport site once the DCO has been decided (expected January 2020), or at least until the end of the DCO examination (expected July 2019).

In setting out our reasons for requesting the adjournment, we have considered the advice from PINS set out in the document "*Procedural Practice in the Examination of Local Plans*" (4<sup>th</sup> edition v.1, June 2016). This document states very clearly that the process for examining Local Plans needs to be fair and should achieve efficiency so that the needs of all those involved can be accommodated and that a positive outcome is achieved. We believe that running the Local Plan and DCO examinations in parallel is likely to lead to unnecessary confusion in both processes.

We invite you and the Local Plan Inspectors to consider the following points in considering our request for an adjournment of the Local Plan examination:

#### **The importance of producing a realistic and certain plan**

The draft Thanet Local Plan recognises that if the Manston Airport DCO is granted or not, this will prompt a review of the Local Plan. There can be no doubt that there will be spatial planning implications arising out of what is decided about the future of the Manston Airport site. In the interests of certainty, not only for TDC's spatial planning framework going forward, but also for landowners, developers, local residents and others that will be affected by any decision on the future of Manston Airport, we invite the Inspectors to

adjourn the Local Plan examination until there is more certainty on the airport's future. Site promoters need certainty that their sites can come forward and that this position will not change once any Local Plan review is completed. Similarly, it will be difficult for decision makers to react to a proposal for new development at Manston Airport until the outcome of the DCO is known.

TDC, PINS and participants in the Thanet Local Plan process have invested significantly in the plan's preparation. RSP believe that going forward, all those involved in preparing a new Local Plan for Thanet would benefit significantly from the certainty that would be afforded by examining the plan fully in the knowledge of what is going to happen at Manston Airport and the full implications that this will have on issues such as housing and employment land supply provisions, environmental policies and other related matters. TDC expect that the new Local Plan could be adopted towards the end of 2019, assuming that there are no modifications that will be needed or that the Local Plan needs to be withdrawn for whatever reason. There is therefore a chance that the DCO examination could be concluded in advance of the new Local Plan being adopted. Given that the future of the Manston Airport site is going to be known within a very short timescale (in nine months' time) it is RSP's opinion that to proceed with the Local Plan examination now may put waste to valuable resource for all involved. Additionally, it would not be sensible to proceed towards adopting a plan that may need to be reviewed so quickly after adoption. That plan would not be realistic or effective.

In the interests of making the best use of time for everyone involved in the Local Plan examination process; bringing certainty to the spatial planning framework in Thanet and producing a robust Local Plan which clearly sets out the opportunities for development and clear policies on what will or will not be permitted to ensure that decision makers are clear as to how they should react to a development proposal – including proposals that might come forward at the Manston Airport site – the Local Plan examination should be adjourned.

**The approach taken in the Local Plan with regards to the Manston Airport site is critical to its soundness**

The Inspectors will be aware that representations have been submitted by parties wishing to retain Manston Airport in aviation use and those who are promoting, or supporting its redevelopment for a mix of uses, namely residential. Consequently, the Inspectors have rightly identified that the future of Manston Airport is a matter of critical importance to the soundness of the Local Plan.

The Manston Airport site could be very important to delivery of the Council's housing strategy, particularly the distribution of land for housing. There has been considerable evidence provided by both TDC and others on this matter which has yet to be fully tested. The assessment of whether aviation uses are needed at Manston Airport is a matter for the DCO examination and an Issue Specific Hearing is scheduled for 21<sup>st</sup> March 2019 to consider the issue. It is not for the Local Plan examination to determine this matter and to do so would result in duplication and confusion and potentially prejudice the outcome of both processes which could result in significant disadvantage to RSP as the DCO promoter and other parties involved in the DCO and Local Plan processes.

Issues relating to the Council's housing strategy, the selection of sites allocated for housing to deliver the strategy and the related matters including infrastructure and transport requirements, are a matter for consideration as part of the Local Plan examination. The Local Plan Inspectors simply cannot conclude with certainty on the evidence relating to the Council's housing strategy which includes a proposal for a new settlement at Manston Airport until the future of the airport has been decided through the DCO process. Consequently, no conclusion can be made within the Local Plan examination period as to whether the plan is 'positively prepared' and 'justified' based on proportionate evidence, and therefore sound. The Manston

Airport DCO decision must be known before this matter can be fully considered and resolved by the Local Plan Inspectors.

### **The prospect of confusion and disadvantage**

We have already stated above that there is concern that the overlap between the Local Plan and DCO examinations could cause unnecessary confusion for all those involved and potential disadvantage including to RSP as the DCO promoters. By way of example, RSP are in the process of agreeing Statements of Common Ground with key stakeholders as part of the DCO examination. It could be that this process is affected by matters discussed at the Local Plan hearings and generally throughout its examination. Delaying examination of the Local Plan will therefore have benefits in this respect.

### **Resourcing**

The hearing stages of the Local Plan examination are intensive and place significant demands on the Inspectors, the LPA and participants – as does a DCO examination. Running the Local Plan and DCO examinations in parallel will place significant resourcing demands on both RSP, TDC and other stakeholders in addition to the general public that have interests in both processes which may impede their effective participation in one or both of the processes.

### **Local Government Elections in Thanet on 2<sup>nd</sup> May 2019**

There are elections scheduled in Thanet on 2<sup>nd</sup> May 2019. This date falls during the Local Plan examination. Any changes to the political balance or the introduction of new Members could result in changes to how TDC intend to approach matters within the Local Plan including with regard to the future of the Manston Airport site. It would be better to suspend examination of the Local Plan until after the elections with sufficient time afforded to brief new Members as required. As the views of new Members cannot be prejudged, it would be difficult at this stage to assume the time needed to brief them.

Additionally, the pre-election purdah period is expected to take place from no later than 26<sup>th</sup> March to 2<sup>nd</sup> May 2019 which will be during the Local Plan examination period (26<sup>th</sup> February to 31<sup>st</sup> May 2019). Whilst normal Council matters should proceed, given the significance of the Local Plan and the level of interest in it to date, particularly in relation to Manston Airport, undertaking a Local Plan Examination during this time could result in impacts on the effectiveness of election campaigns. The previous UKIP administration at Thanet Council was elected in 2015 on a promise to return the Manston Airport site to use as an airfield. The future of Manston Airport is an issue which has been the subject of considerable local political debate. Councillors would be unable to participate in the Local Plan examination during the purdah period if this could prejudice the outcome of the election. Manston Airport is currently scheduled for consideration at the hearing on 17<sup>th</sup> April 2019 which is right in the middle of the purdah period.

PINS will undoubtedly be aware that the MHCLG in their letter to Councillor Bayford, the Leader of TDC, dated 28<sup>th</sup> January 2019 has given TDC until 25<sup>th</sup> February 2019 to designate a lead Councillor and lead official to be responsible for progressing preparation of the Local Plan and to publish details of those designations. The people designated should be invited to comment on the plans for the Local Plan examination in light of the upcoming local elections.

### **Exploratory Meeting or Pre-Hearing Meeting**

RSP is keen to ensure that the Local Plan Inspectors are entirely familiar with the issues that Manston Airport raises for the Local Plan at an early stage. An Exploratory Meeting or Pre-Hearing Meeting is therefore invited to fully explore this, including programming implications associated with both the Local Plan examination and DCO examination with all relevant parties. The Inspectors can then consider if the

examination can be started or completed without the outcome of the Manston Airport DCO being known. The threat of the Government intervening in TDC's Local Plan preparation should not rush the examination especially when there are crucial issues that need to be properly considered and which may not be resolved within the current Local Plan examination programme. Suspending examination of the Thanet Local Plan until the future of Manton Airport is more certain is preferable to the real prospect of the Local Plan being withdrawn and is likely to be the most expeditious route to getting a sound plan adopted for Thanet.

### **Summary**

RSP invites the Local Plan Inspectors to suspend the Local Plan Examination until the future of Manston Airport is clearer for all the reasons set out but above all, to ensure that the new Local Plan for Thanet can provide a positive vision for the future; a clear framework for addressing housing needs and other economic, social and environmental priorities; and an effective platform for local people to shape their surroundings. We therefore invite the Local Plan Inspectors to consider these points. RSP would be very happy to discuss matters further with PINS if required.

I shall look forward to hearing from you.

Yours sincerely,  
for RPS Consulting Services Ltd



**Angela Schembri**  
Planning Director  
schembria@rpsgroup.com

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Annette Feeney, Programme Officer  
Thanet Draft Local Plan Examination  
4 March 2019  
[By email]



**FAO Mr Birkinshaw & Mrs Lucas**

Dear Mr Birkinshaw & Mrs Lucas

We have now had the opportunity to review the letter from RPS and to seek advice from the Council's Local Plan Counsel.

It is the Council's view that there is no reason to delay the Local Plan Examination, and it would not be in the public interest to do so.

The Council notes the comments made by RPS regarding the timing of the two processes. However, the two processes are completely independent and the draft Local Plan makes provision for the DCO process and its possible outcomes. The Local Plan Examination therefore does not prejudice that process in any way. The draft Local Plan does not, as suggested by RPS (p2), include a proposal for a new settlement at Manston Airport.

The Council also notes the comments by RPS about resourcing, but the Council has committed resources to both processes on the basis that they are independent. Neither does the Council consider that the Local Elections are a reason for delaying the Examination.

As the Inspectors will be aware, the Secretary of State in his recent intervention letter (dated 28th January 2019) made it clear that there should not be further delay in local Plan preparation. On this basis, the priority must be to progress the draft Local Plan.

There is no need, or justification, to delay the process further in deference to a DCO process that has no certain outcome and which would not in any event be prejudiced by the Local Plan as currently drafted. In addition, there are many other social, environmental and economic imperatives that need to be addressed in the interests of the proper planning of the area generally.

The Council therefore considers that there should not be an adjournment of the Local Plan Examination.

Yours sincerely

Adrian Verrall  
Strategic Planning Manager

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**Examination of the Thanet Local Plan**

Inspectors: Matthew Birkinshaw BA(Hons) Msc MRTPI

and Victoria Lucas LLB MCD MRTPI

Programme Officer: Annette Feeney

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Angela Schembri  
Planning Director  
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11.03.2019

Dear Ms Schembri,

**Thanet Local Plan Examination**

We write further to your letter dated 25 February 2019, in which you request that the local plan examination is suspended pending the outcome of the Manston Airport Development Consent Order ('DCO') application. Enclosed is a response from Thanet District Council confirming their view that there are no reasons to suspend proceedings at this stage. For the reasons set out below we agree.

It is appreciated that the local plan examination is running concurrently to the Manston Airport DCO. However, as advised in the *Inspectors' Guidance Note*<sup>1</sup>, the assessment of the DCO application is separate to our examination of the Local Plan's soundness. Hearing sessions will not be sitting at the same time, and the Council has confirmed that it has committed sufficient resources to both. The enclosed correspondence also confirms that the Council's Local Elections do not provide a reason to delay the examination.

In your letter you refer to the review mechanism included in the submitted Plan and advise that the approach taken to Manston Airport is critical to soundness. These issues have been identified in the *Inspectors' Matters, Issues and Questions*<sup>2</sup> and there will be an opportunity for representors to put their points forward at the forthcoming hearing sessions. At this stage it is not considered that an exploratory meeting, or pre-hearing meeting is required.

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<sup>1</sup> Examination Document CD8.3

<sup>2</sup> Examination Document CD8.4



We trust that this provides sufficient clarity to assist in your preparation for the examination hearing sessions.

Yours Sincerely,

*Matthew Birkinshaw* and *Victoria Lucas*

Inspectors

11 March 2019